

RAILROAD NEWS
FROM ALL POINTS

Virginia Contractors Taking
Work in Alabama—R. F. & P.
Buying More Cars.

MOTOR CAR BEING TESTED

Trip of Over Eight Hundred
Miles Just Made—Earnings
on Southern.

The railroad and the various committees having in hand the matter of carrying to Jamestown the crowds that will want to be there on Richmond Day are getting closer together on their estimates of the number of people who will go down from this city and the cars and steamboats that will be necessary for their accommodation. If a fairly accurate estimate of the number to be hauled can be made, the cars and steamboats can be ordered in advance, the railroad and the boats will come very near to seeing that none who wish to go shall be left. At least that is what the railway and steamboat men say about it.

The Ganz Motor Car.

The first Ganz motor car to be constructed and given its initial operating test in this country was delivered to the Erie Railroad at Dayton, O., on June 24th by the Railway Auto Car Company, of New York. The car left Dayton for a leisurely trip to Jersey City, N. J., under the Erie Railroad under its own steam. After reaching Jersey City the car was placed in regular service on one of the suburban lines of the Erie, and will be subjected to thorough tests. The only other Ganz car in actual service in this country is the one in use on the Florida East Coast Railway. This car was imported from Europe, where a great many of the cars are in use, giving satisfactory service.

The Erie car is similar in appearance to the standard suburban passenger car of the railroad company. The car is divided into four compartments. The motor compartment in the forward end occupies six feet. Immediately behind this is a similar space for baggage. Next is the smoking compartment with twelve seats. The rest of the car is the general passenger compartment. The car is fifty-eight feet long over all and has seats for fifty passengers. The weight in working order is forty-five tons.

The car is equipped with two compound inclosed steam motors of sixty-horse power each.

The fuel to be used is anthracite coal or coke, and this is carried in a bunker on the front end of the car, which will hold enough coal for a continuous run of fifty miles. The fuel consumption is not expected to exceed fifteen pounds per mile. The water tank, with a capacity of 600 gallons, is built into the underframe of the car.

Road Buying Cars.

The Richmond, Fredericksburg and Potomac Railway Company is in the market for more freight equipment, and it is reported that the authorities are in correspondence with several car building concerns with a view to procuring additional freight cars. The company recently placed an order with the Western Steel Car and Foundry Company for 400 box cars and also an order with the Pressed Steel Car Company for 100 gondolas. By this it is estimated that the company will have a total of 500 cars, besides other equipment, will soon be contracted for.

Virginia Road Builders in Alabama.

Lane Brothers, of Lynchburg, who have for some time had a large contract with the Export Freight and Ohio Railway, and under the recent retrenchment orders have suspended work near Lynchburg, have just signed up a contract to build a fourteen mile road from Bessemer, Ala., to Mulgah, where the Birmingham Iron Company is developing coal mines. The line is to pass through a rough section, and the work will be of the most expensive kind.

New Orleans vs. Galveston.

After weeks of guerrilla warfare the rate fight between Galveston and New Orleans for the export freight business is packing-house products from Missouri River points to Havana will be considered to-day and to-morrow, when the Gulf Foreign Freight Committee will meet at the Hotel Astor in New Orleans. The committee is composed of representatives of all the steamship and rail lines entering Gulf ports.

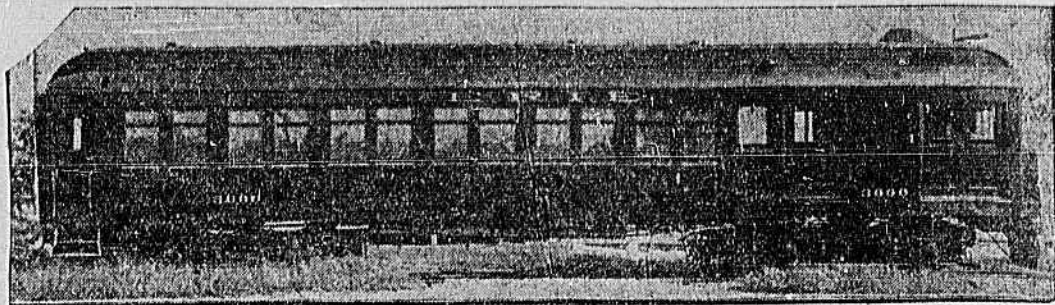
Southern's Earnings.

The estimated earnings of the Southern Railway system for the fourth week in June are as follows, exclusive of St. Louis-Louisville lines: This year, \$1,332,932; last year, \$1,236,477; increase, \$96,455. St. Louis-Louisville lines: This year, \$117,665; last year, \$119,294; increase, \$4,371.

Arrested in Washington.

John B. Donovan and wife, of Richmond, were arrested in Washington last Friday on the charge of vagrancy. Donovan went to jail for sixty days in default of \$20, and the woman was sent back to the city. In the Washington Post it was stated that her husband had tried to make her beg on the street, and that she had refused.

STEAM MOTOR CAR NOW BEING TESTED

ROADS MAY SOLVE
TRAFFIC PUZZLE

Mr. Potts at Work on Plan That
Will Insure Success of Richmond Day.

BOARD WILL ACT TO-NIGHT

All Now Depends on Appropriation
by City—Some Features
of Program.

Difficulties in the way of a proper celebration of Richmond Day at the Jamestown Exposition are being smoothed out gradually, and there is now every reason to hope that the occasion will be notable in the history of the city. With only a little more than a week of time left, however, it will be necessary to push the preparations with the greatest energy.

The chief anxiety now disturbing the minds of the committee is the action of the Board of Aldermen at its meeting to-night, when the question of an appropriation for Richmond Day will come up for final settlement. The transportation problems, which at first seemed to menace the plans for the event, are being worked out with the cordial co-operation of the traffic managers of the various lines.

That Appropriation.

The one possible hitch in the passage of the appropriation to-night, President Turpin, of the Board of Aldermen, has announced his opposition on the ground that it is a "Council on the junk," although of the \$2,500 in the appropriation, only \$150 is for the transportation of the members of the Council and heads of departments to the exposition. The committee feels that since Richmond Day was set apart to do with celebration, the Mayor is inordinately in favor of the appropriation, and that he will approve the ordinance seen beyond question.

In fact, Mayor McCarthy has repeatedly stated that he would have nothing to do with the matter, and would not go to Jamestown on Richmond Day. If the appropriation were scaled to such an amount as not to permit a creditable celebration, "all or nothing" seems to be showing. "All or nothing" seems to be showing. "All or nothing" seems to be showing.

Five thousand of the Richmond Day badges are on hand, and are most attractive in appearance. Though it seems to be still a little uncertain how many can go down on Richmond Day, yet the committee on badges, which is endeavoring to get that the Richmond Day badge, one of the most striking things to people who think they know the town, will be to walk through the grounds and see how many Richmond people there are whom they do not know.

Have Great Parade.

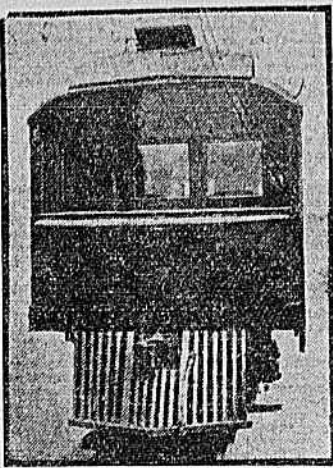
One feature of the Richmond Day plans is being kept absolutely dark, even the other members of the general committee professing that they do not know what the program committee have up their sleeve. In a general way it is proposed that the various trains and ferry-boats come in the Richmonders will form two and two and with a brass band and their banners will march through the grounds to the Richmond Building. In order that this parade may not be broken at the gates, it is urged that all going down purchase their tickets to the grounds before leaving this city.

On the arrival of the party at the Richmond Building there will be some informal speakers, each orator being severely limited as to time. Mayor McCarthy and President Tucker, of the exposition, are known to be on the program, but who the chief speaker will be the committee will not say, beyond the statement that he will be a Richmond man, and one who will hold the attention of the crowd.

During the afternoon it is proposed to take the Richmond bands and serenade every Richmond exhibit in the Exposition grounds. One thing the committee is certain of in all of its arrangements—it is to be Richmond Day throughout.

Would Solve Problem.

A feature in the transportation prob-



Above—General appearance of car.
Below—Front view, showing coal bunker.

lem which is not yet agreed upon, but which if it can be arranged will greatly simplify the traffic situation is being engineered by Mr. John D. Potts, of the Chesapeake and Ohio Railroad. After a conference with Mr. Robert Lecky, general chairman of the Richmond Day committee yesterday, Mr. Potts undertook to confer with Mr. W. B. Bevil, the general passenger agent of the Norfolk and Western Road at Roanoke, with a view to having both roads announce a special Richmond Day rate of \$1.50, good to go down on Wednesday, July 17th, and return on Friday, July 19th. If this rate can be announced and widely advertised, it is certain that the transportation problem will settle itself, and that Richmond will have a representation at the exposition such as any city might be proud of. Mr. Potts said last night that he had not gotten an answer to his telegram to Mr. Bevil, but that so far as his road was concerned, he hoped that the rate could be arranged.

If the agreement is effected, it will be the first time that the railroad have extended their one day exposition rate to two days, and the act will be distinctly complimentary to Richmond, and will be in itself one of the greatest factors in making Richmond Day a success. A large number of people who can get off for two days will no doubt go down the day before on the excursion tickets, and will be on the grounds when the Thursday trains arrive. A further advantage is that those who feel tired out by the excitement and strain of Richmond Day, and who do not wish to make the return trip on the crowded excursion trains, can stay over to the next day on their excursion tickets. Members of the committee on Richmond Day who learned of the proposed arrangement last night were enthusiastic in their approval, stating that they believed such a plan would settle all the traffic difficulties and enable as many Richmond people as cared to show their patriotism to be present on July 17th.

THROWN FROM HORSE.

Percy S. Yarborough Sustains Serious Accident at Toano.

Percy S. Yarborough, a young man of Boston, who was seriously injured Sunday afternoon while riding at Toano, Va. The horse he had mounted for a cross-country run took fright, and in the runaway Mr. Yarborough was thrown heavily to the ground. He was picked up unconscious and carried to Toano, where a physician was called. He remained unconscious all night. Mr. and Mrs. W. T. Yarborough received a long distance telephone message yesterday morning advising them of their son's accident. Mr. Yarborough was brought to the city yesterday morning and placed in the Virginia Hospital.

BROKE SUNDAY LAW.

Robert Peffer Jailed in Default of Heavy Fine.

Robert Peffer (colored) appeared in the Police Court this morning, charged with selling liquor on Sunday, and was fined \$200 without a license, and was fined \$200 without a license, and was fined \$200 without a license.

RATE CASES TO BE
SHORTLY DECIDEDJudge Pritchard Will Probably
Hand Down Opinion
To-Morrow.

Judge Jeter C. Pritchard, of North Carolina, will in all probability hand down his decision in the Virginia passenger rate cases to-morrow morning, and it is awaited with great interest by the people and the railroads. It is understood that Judge Pritchard informed the attorneys in the case before they left Asheville that he would render his opinion in the matter during this week.

The special July session of the United States Circuit Court of Appeals will open here this morning, with Judge Pritchard, of North Carolina, presiding. Though Judge Pritchard did not definitely name the day when his decision in the rate case might be expected, there is an impression that it will come either to-morrow or Thursday. The matter before his honor at this time relates only to the jurisdiction of his court in the case. If he shall decide that he has jurisdiction, it will be a victory for the railroads. In this event, there are several courses open for further proceedings on the part of the State, but the attorneys for that side are not saying which they will adopt. If, on the other hand, Judge Pritchard decides that he has no jurisdiction, it will be a victory for the State. If such shall be the decision, the railroads will surely appeal, and in any event it does not now as if the litigation will stop short of the United States Supreme Court.

CITY SWELTERING
UNDER HEAT WAVE

Thermometer Reaches 95 Degrees, and Day Is Hottest of the Year.

PEOPLE SWARM TO PARKS

Much Suffering Among Poor, but No Prostrations Were Reported Yesterday.

Extent of Hot Wave.

Partly cloudy and continued warm to-day and to-morrow, with variable winds.

IN RICHMOND.	ELSEWHERE.
8 A. M. 88	Augusta, Ga. 98
12 M. 91	Raleigh, N. C. 98
3 P. M. 95	Washington, D. C. 94
6 P. M. 92	Norfolk, Va. 94
9 P. M. 88	New Orleans, La. 94
12 M. 84	Jacksonville, Fla. 94
Average 89.2-3	Cincinnati, O. 92
Highest 95	Wilmington, Del. 90
Lowest 72	Pittsburg, Pa. 86

With the mercury at 95 degrees in the shade and entirely beyond reckoning when it came within range of the blistering rays of the sun, Richmond sweltered yesterday in the grasp of a torrid wave that all but paralyzed outdoor activity during the usually busy hours, and that at nightfall drove thousands of people to the parks and suburbs in search of the ever-so-cold spot.

No Prostrations.

Notwithstanding the intense heat through the greater part of the day, the ambulances of the city were not called upon to attend any case of persons suffering from heat prostration, nor have any been reported at the various hospitals. People everywhere seemed to be taking the day leisurely, stopping to rest and get a breath of air in the parks and open spaces. Horses seemed to feel the weather especially, the comparatively cool spring up to this time seemingly not having injured them to such a day as yesterday. Drives of heavy loads had to exercise the greatest caution. Livestock seemed to be suffering for further work during the day.

In the evening thousands made trips on the street cars going in every direction, in many cases taking little children and hiding about until a late hour to enjoy the breeze made by the motion of the car.

Ideewood and the other resorts were very popular all the afternoon and evening, and every day has been reported as the most popular of the season, although it is by no means as hot as some July days in former years.

Some Records.

Curiously enough, the record for 1907 up to yesterday was held by the remarkable spell during the last week in March. Although Sunday was regarded as quite a warm day in Richmond—a warm enough day to drive thousands to the parks and seashore, and to produce the rather unusual sight of men riding in the cars and going about the streets without their coats—yet Sunday failed to come up to the record of the thermometer on March 24th, by fully one-fourth of a degree.

Both on March 23d and March 24th of this year the weather bureau recorded a temperature of 94 degrees, whereas the highest temperature in March for previous years as far back as the records show, was 82 degrees in March, 1888.

The week of hot weather in March

P. & F.
OLD FASHION
MOLASSES

is distinguished for its uniformity of quality. It is ALWAYS good. Why experiment?

It possesses a delicate, delicious flavor, and is absolutely pure, just as it comes from the plantations of Louisiana.

Packed in air-tight, germ-proof cans and guaranteed to keep in any climate for any length of time.

Hot Pancakes Nicely Buttered, P. & F. Molasses, Cold Milk, for breakfast

PENICK & FORD, Ltd.
SUGAR-SYRUP-MOLASSES
New Orleans-La-Shreveport

of this year was altogether unique and unlooked for, and astonished both weather prophets and bureau officials. Ninety-five on July 8th is not by any means a record for hot weather, but as yesterday may have seemed to those who had to stir about on the sunny side of the streets. In 1859 and in 1900 the thermometer reached 99 degrees during the first week in July. The hottest consecutive spell of July weather on the record of the weather bureau was in 1901, when the thermometer wavered from 91 to 90 for a period of ten consecutive days, barring one break.

No Reward Offered.

The weather bureau reports the loss of some 650 degrees in temperature from the 1st of April to the 20th of June. Since June 20th the temperature has been just a little below normal until the last few days.

More or less accurate meteorological records have kept on the weather in various parts of the world for the past hundred years, and it has been shown that in all of these places the average temperature of the year round hardly varies a noticeable amount.

That is to say, taking the noon temperature at any fixed point every day for a year, and finding the average mean temperature, the result, year after year, will come within a small fraction of being the same, a certain law of averages seems to apply in all localities. According to the statement of the Weather Bureau here, the long cold spring has thrown Richmond some 550 degrees behind her customary grand spell at this time of the year, and judging by past experience, there is every reason to believe that the shortage will be made good before the end of the year. Weather Director Evans says that this either means a protracted hot spell, an unusually long summer, extending on into the fall, or a fine, warm Indian summer in the late fall, when the records usually begin to show frosty weather.

There can be no doubt of this law of averages, says the director, and since the average for the first half of the year is far below the medium, Richmonders may shortly expect a swing of the pendulum, and a long, hot spell in the summer or fall.

Suffering for Ice.

The showers that the government office in Washington have been predicting for the past two days have failed to materialize, and the local weather bureau has given up hoping for them and merely predict "fair and continued warm." The hot spell seems to be general throughout the Southern and southwestern States, the thermometer reaching beyond ninety in nearly every case. The wave includes mountain as well as seashore resorts, giving them on the official returns about the same temperature as the cities. The hot weather is causing special suffering among the poorer people and in the more crowded sections of the city. The ice mission is doing what it can with limited means to reach the situation, but there is considerable distress among the sick and where there are little children.

Daily Court Record

Law and Equity Court.
Suits instituted yesterday: C. Campbell vs. Broad Street Bank, damages laid at \$1,000; Latham vs. Southern Bell Telephone Company; damages laid at \$5,000.

Chancery Court.
Lettie Mackey vs. Walter J. Mackey, for divorce. Injunction issued forbidding defendant to visit home of plaintiff.

Hustings Court.
Thomas M. Sweeney vs. A. Pleasanton, for \$38.83.

No session of this court was held yesterday.

Cases set for to-day: Joseph Toney and Mattie Roane, charged with felonies; Sallie Chenham and Emma Cheatham, George Moseley, Ella Dowell and Robert Smith; appeals from Justice's court.

Clay and Mudder.

Antonia, "Look, Bobbie, that's Harney's mummy!"

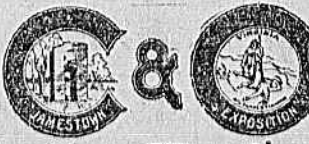
Bobby: "And what was her name, auntie?"—Harper's Weekly.

The Artistic
Stieff
Is the Fairest
Priced Strictly
High-Grade
PIANO
In America

This stands to reason, for there's no piano as good as the STIEFF that's sold by its makers direct to the home, thereby saving the purchaser the big profits of the dealer and the fat commissions of the agent.

Chas. M. Stieff,
205 East Broad Street

L. B. SLAUGHTER,
Manager



Every Thursday
Excursions
to the Exposition
Round \$1.50 Trip

Trains leave Richmond every Thursday 3 A. M. Arrive Exposition (Pine Beach Pier) 10:10 A. M. Returning, leave (Pine Beach Pier) 8 P. M. Only time passing in sight of the warships. Slightest, quickest and best. Spend a day at the Exposition and Seaside.

Railroads.

Southern Railway

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published only as information, and are not guaranteed.

7:00 A. M.—Daily—Local for Charlotte, N. C., and Asheville, N. C., via Salisbury, N. C., and Greensboro, N. C.

11:15 A. M.—Daily—Limited—Baltimore, Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South. Through coach for Chesapeake City, Oxford, Durham and Raleigh.

6:00 P. M.—Ex. Sunday—Keyville Local.

11:50 P. M.—Daily—Limited Pullman ready 9:50 P. M.

YORK RIVER LINE.

4:30 P. M.—Ex. Sunday—Limited—To West Point—Connecting for Baltimore.

2:15 P. M.—Ex. Sunday.

4:45 A. M.—Ex. Sunday—Local to West Point.

TRAINS ARRIVE RICHMOND.

6:55 A. M.—8:45 P. M.—From all the South.

4:10 P. M.—From Charlotte, Raleigh, Durham, Chesapeake City, and all stations.

8:40 A. M.—From Keyville—Local.

9:50 A. M.—From Baltimore and West Point.

10:45 A. M.—5:15 P. M.—Local from West Point.

W. WESTBURY, D. P. A.
920 E. Main Street, Richmond, Va.

R. F. & P.

RICHMOND, FREDERICKSBURG & POTOMAC R. R.

TRAINS LEAVE RICHMOND—NORTH.

6:35 A. M.—Daily—Byrd St. Through.

7:00 A. M.—Daily—Main St. Through.

7:30 A. M.—Week Days—Elba, Ashland Accommodation.

8:40 A. M.—Daily—Byrd St. Through.

11:40 A. M.—Week Days—Elba, Ashland Accommodation.

12:01 P. M.—Week Days—Byrd St. Through.

4:00 P. M.—Week Days—Byrd St. Washington Accommodation.

6:45 P. M.—Sunday only—Elba, Washington Accommodation.

6:30 P. M.—Week Days—Elba, Ashland Accommodation.

6:45 P. M.—Daily—Main St. Through.

8:20 P. M.—Daily—Byrd St. Through.

TRAINS ARRIVE RICHMOND—SOUTH.

6:30 A. M.—Week Days—Elba, Ashland Accommodation.

7:50 A. M.—Daily—Byrd St. Through.

8:25 A. M.—Week Days—Byrd St. Washington Accommodation.

10:35 P. M.—Sunday only—Elba, Washington Accommodation.

10:40 A. M.—Week Days—Elba, Ashland Accommodation.

12:20 P. M.—Daily—Main St. Through.

2:45 P. M.—Daily—Byrd St. Through.

5:40 P. M.—Week Days—Elba, Ashland Accommodation.

7:15 P. M.—Daily—Byrd St. Through.

9:00 P. M.—Daily—Byrd St. Through.

9:15 P. M.—Daily—Main St. Through.

NOTE.—Pullman Sleeping or Parlor Cars on all above trains, except local accommodations.

All trains to and from Byrd Street Station stop at Byrd Street.

Time of arrival and departures and connections not guaranteed.

C. W. TAYLOR, Gen'l Supt. W. P. TAYLOR, Traf. Mgr.

Chesapeake & Ohio Railway

TRAINS LEAVE RICHMOND, MAIN STREET STATION, EASTBOUND.

6:00 A. M.—Fast daily train to Newport News.

8:00 A. M.—Express Old Point, Norfolk and Newport News. All trains carry Pullmans or Parlor cars.

4:25 P. M.—

7:00 A. M.—Daily Locals to Newport News.

WESTBOUND—MAIN LINE.

10:00 A. M.—Daily—Charleston, Columbus and Toledo. Pullman sleepers to Toledo via Gauley and Ohio Central Line.

2:00 P. M.—Daily, Louisville, Cincinnati, Chicago and St. Louis. Through Pullman sleepers.

11:00 P. M.—

JAMES RIVER LINE.

11:25 A. M.—Week Days—Clifton Forge.

5:15 P. M.—Week Days—Local to Orange.

JAMES RIVER LINE.

10:20 A. M.—Daily—Lynchburg and Clifton Forge.

6:15 P. M.—Week Days—To Lynchburg. Sleeper, Natural Bridge and Clifton Forge.

PATRONIZE HOME INDUSTRY.

From the East—9:10 A. M., 9:30 A. M., 11:40 A. M., 1:15 P. M., 7:00 P. M., 8:00 P. M., 10:30 P. M.

Main Line West—5:30 A. M., 7:30 A. M., 8:30 A. M., 1:15 P. M., 7:15 P. M., 8:15 P. M., 10:30 P. M.

Daily except Sunday.

N. & W. Norfolk & Western

ONLY ONE RAIL LINE TO NORFOLK.

Leave Byrd St. Station, Richmond, Daily, IN EFFECT JAN. 6, 1907.

FOR RICHMOND: 7:00 A. M., 7:30 P. M.

FOR LYNCHBURG, THE WEST and the SOUTHWEST: 9:00 A. M., 12:10 noon, 3:30 P. M., 6:00 P. M.

FOR NORFOLK: 9:00 A. M., 1:15 P. M., 7:00 P. M., 8:00 P. M.

FOR GOLDSBORO and Fayetteville: 8:30 P. M.

Trains arrive Richmond daily: 6:25, 7:25, 8:35, 9:00, 11:40 A. M., 1:27, 2:00, 6:55, 8:00 and 8:50 P. M.

*Except Sunday. *Sunday only.

Time of arrivals and departures and connections not guaranteed.

C. S. CAMPBELL, D. P. A.

ATLANTIC COAST LINE

EFFECTIVE MAY 25TH, 1907.

TRAINS LEAVE RICHMOND DAILY.

For Florida and South: 8:15 A. M., 7:35 P. M.

For Norfolk: 9:00 A. M., 1:00 P. M. and 6:00 P. M.

For N. & W. Ry. West: 9:00 A. M., 12:10 and 3:30 P. M.

For Norfolk and Western (by St. Albans): 9:00 A. M., 12:10, 3:00, 6:00 P. M., 6:00, 9:30 P. M., 7:25 and 11:30 P. M.

For Goldsboro and Fayetteville: 8:30 P. M.

Trains arrive Richmond daily: 6:25, 7:25, 8:35, 9:00, 11:40 A. M., 1:27, 2:00, 6:55, 8:00 and 8:50 P. M.

*Except Sunday. *Sunday only.

Time of arrivals and departures and connections not guaranteed.

C. S. CAMPBELL, D. P. A.

Seaboard Air Line Railway

SOUTHBOUND TRAINS SCHEDULED TO LEAVE RICHMOND DAILY.

9:35 A. M.—Local to Norfolk, Raleigh, Charlotte, Wilmington, and all stations, and coaches, Atlanta, Birmingham, Savannah, Jacksonville and Florida points.

At 2:25 P. M. sleeper and coaches, Atlanta, Birmingham, Memphis, Savannah, Jacksonville and South.

NORTHBOUND TRAINS SCHEDULED TO ARRIVE RICHMOND DAILY.

6:50 A. M., 6:35 P. M., 7:05 P. M.

Richmond and Petersburg Electric Railway

Cars leave corner of Seventh and Perry Streets, Manchester, every hour (on the hour) from 6 A. M. to 10 P. M.; 11 P. M. car to Chester. Last car 12 midnight through to Petersburg. Limited car, 6:45 P. M. daily, except Sunday.

Cars leave Petersburg, foot of Sycamore Street, every hour from 6:55 A. M. to 10:15 P. M. Last car, 11:30 P. M. Limited car, 7:15 A. M. daily, except Sunday.

All cars from Petersburg connecting Richmond cars.

Steamboats.